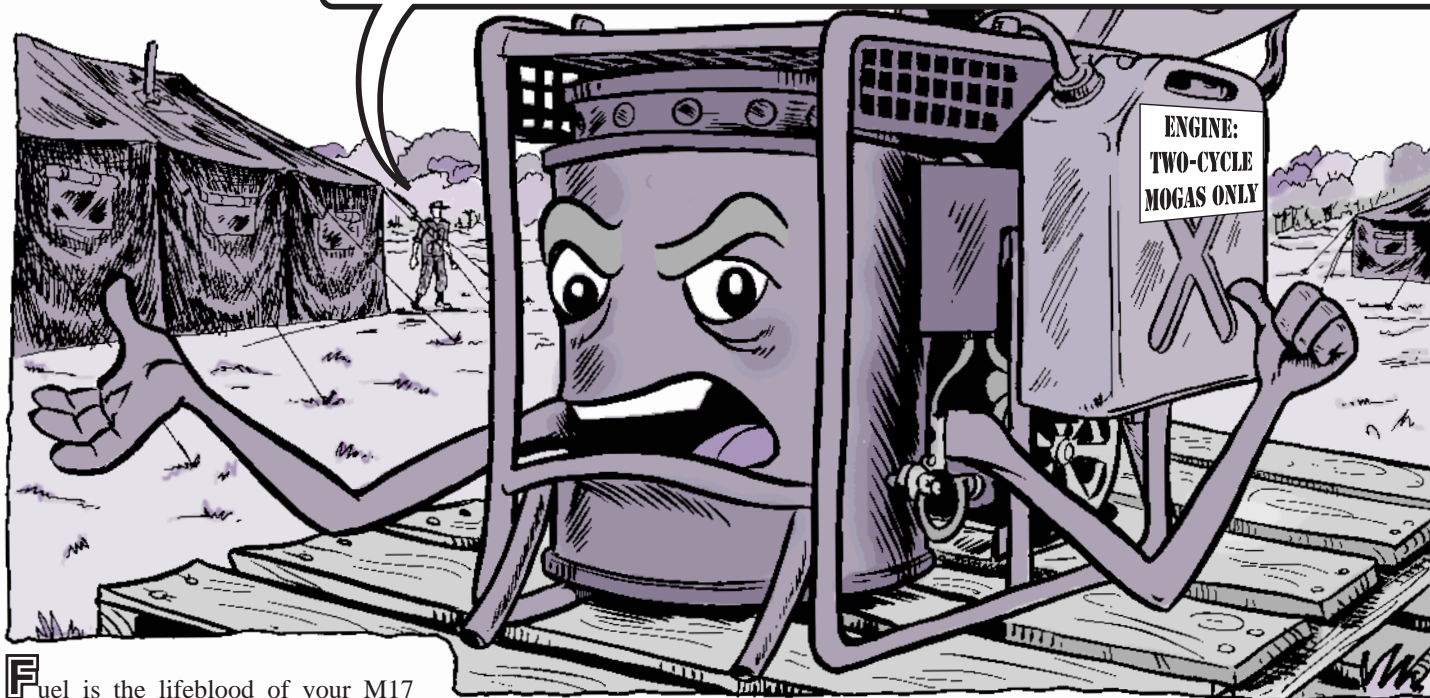


PLEASE DON'T BE FUELISH!



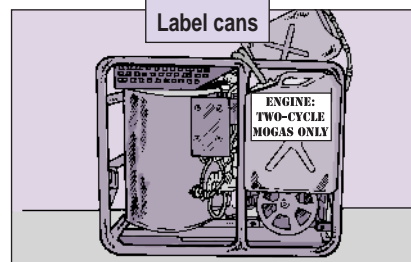
Fuel is the lifeblood of your M17 decon. If the M17 runs out of fuel, it won't run until you refuel. But if it has the wrong fuel, it may never run again.

So, if you remember nothing else, remember the M17 engine takes only MOGAS mixed with oil. Other fuels or MOGAS with no oil can ruin the engine.

But that's not all. Different M17 models take different gas/oil mixtures. The older M17 and M17A1 that have not been upgraded with the Cuyana engines take 1 **quart** of two-cycle oil per 5 gallons of MOGAS. The M17A2 and M17A3 take 1 **pint** per 5 gallons.

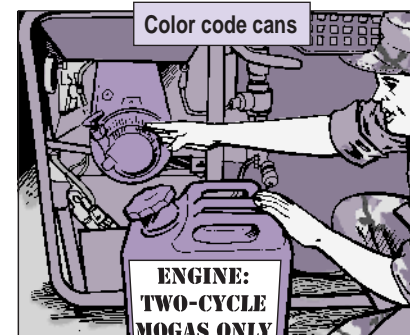
How do you keep these fuel require-

ments straight if you have different M17 models of decon units in your outfit? First, paint ENGINE: TWO-CYCLE MOGAS ONLY on the fuel



cans for the engine. That's a good idea even if all your M17s are the same model.

Second, color-code all fuel cans. Almost all M17 and M17A1s have silver fan guards. Paint the tops of their cans silver or white. The M17A2 and M17A3 have black guards, so paint



their can tops black. Operators know immediately which can they need.

If you're ever unsure if you've added oil to the MOGAS, use that fuel for the burner. It runs on any fuel.

TM 3-4230-218-12&P says it's OK to substitute 30W oil for two-cycle oil **in an emergency**, such as when you're dealing with an actual chemical agent, but that's the only time. The 30W builds up carbon in the engine.

Fuel and oil will separate in the can if they sit very long. So before you put the fuel line in the can, shake the can to mix them again. Otherwise, the engine won't get lubed.

Shake can to mix oil and fuel

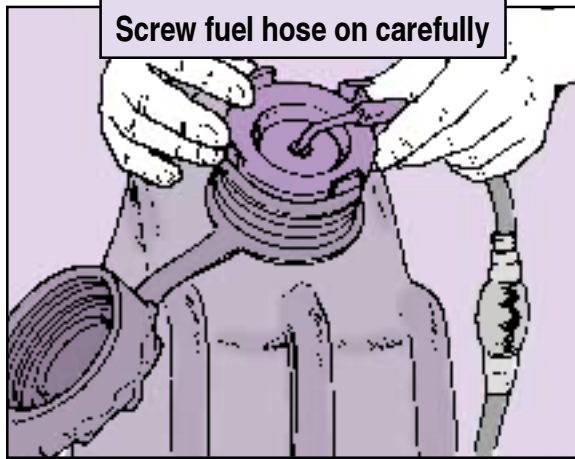


But shaking builds up pressure in the can, so unscrew the lid slowly to vent the can and make sure fuel doesn't spray everywhere.

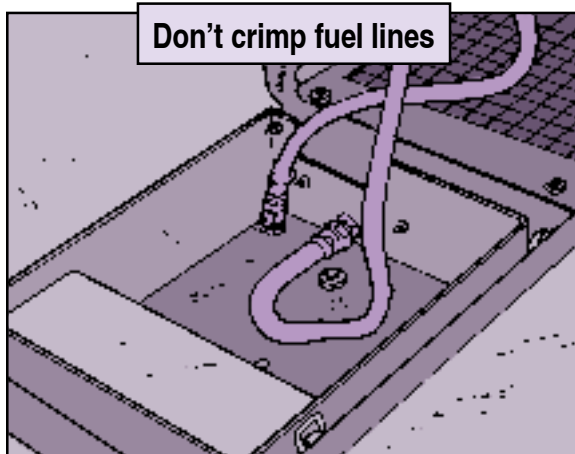


Unscrew lid slowly

Fuel hose connections are metal, while fuel cans are plastic, so take it easy screwing in the fuel hose. If you force it, you can strip the threads and ruin the can. If the hose connector is hard to turn, reposition it and try again.

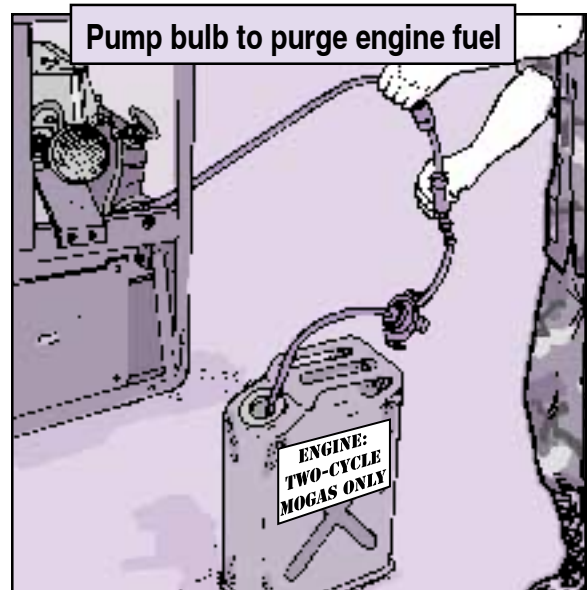


Be careful closing the cover for the burner fuel lines. If you crimp the lines, the burner won't start. Plus the cover's edge can cut the lines and they leak. If the heater won't start, make the fuel lines your first check.



At the end of operations, purge both the engine and burner to get rid of all remaining fuel. To purge the engine, shut it off and unscrew the fuel line from the can. Pull up the line so it can't draw more fuel. Then pump the bulb in the line until no more fuel comes out.

PS 571



To purge the burner, pull the suction hose out of the fuel can, but leave the return line in the can. Run the engine until fuel stops coming out of the return line.

Never take the return line out of the can before the engine is shut off—unless you want a high-pressure fuel shower.

